

The Hong Kong Daily Press.

No. 8620 號二十六千八百第

日八十二月六十一七

HONGKONG, SATURDAY, AUGUST 8TH, 1885.

六月八號

號八月八英

PRICE \$2 PER MONTH

SHIPPING.**ARRIVALS.**

August 7, SAN PABLO, American str., 2,113 E. C. Reed, San Francisco 6th July, and Tokohama 30th Mails and General—O. & S. S. Co.

August 7, KEOSSINA, British steamer, 1,773, Curtis, Bombay 13th July, General—P. & O. S. N. Co.

August 7, KWANG-LEE, American str., 1,507, Andrew, Chelms 30th July, Beans—Russell & Co.

August 7, ANTON, German steamer, 396 E. Aerobus from Masso, General—WIEHLER & Co.

August 7, NEERSTEIN, German steamer, 750, von Frieden from Wampon, Ballast—BUTTERFIELD & SWINE.

August 7, ALSTONAGRA, British steamer, 1872, Wm. Buyers, London 18th June, and Singapor 1st August, General—RUSSELL & Co.

August 7, VESPASIAN, British steamer, 797 J. Alexander, Chelms 27th July, Beans—ARNHOLD, KARBERG & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

7TH AUGUST.

Aton, German str., for Hoikow.
Fero, German str., for Chefoo.
Iolan, British str., for Holo.
Ningpo, British str., for Shanghai.
Timor, British str., for Foochow.

DEPARTURES.

August 7, DIAMANTZ, British str., for Amer.
August 7, CICERO, British str., for Kuching.
August 7, LUCKY, Siamese bark, for Canton.
August 7, PELES, British brig, for Nikolajef.
August 7, NATOR, French str., for Shanghai.
August 7, TIMOR, British str., for Foochow.
August 7, NINGPO, British str., for Shanghai.
August 7, MINZALHE, French str., for Yihama.

PASSENGERS.

ARRIVED.

Per San Pablo, str., from San Francisco, &c., 214 China.
Per Roshina, str., from Bombay.—170 Chinese.
Per Kiong-lee, str., from Chelms.—Mr. Loft.
Per Alstronagra, str., from London, &c.—30 Chinese &c.

REPORTS.

The British steamer *Alstronagra* reports left London on the 18th June, and Singapore on the 1st August, and had good weather throughout.

INTIMATIONS.

ELLWOOD'S INDIAN HELMETS
ELLWOOD'S INDIAN HELMETS
AWARDED THE GOLD MEDAL
INTERNATIONAL HEALTH
EXHIBITION, LONDON, 1884.

THE ONLY GOLD MEDAL IN CLASS 15.
ALSO,
THE GOLD MEDAL,
INTERNATIONAL EXHIBITION,
CRYSTAL PALACE, LONDON, 1884
ELLWOOD'S INDIAN HELMETS
ELLWOOD'S INDIAN HELMETS
AWARDED THE GOLD MEDAL
INTERNATIONAL HEALTH
EXHIBITION, LONDON, 1884.

KELLY & WALSH, LIMITED
NEW BOOKS AND NEW EDITIONS.
The Congo and the Founding of its Free State by Harry M. Stanley—3 Vols.
Boomer's Central Asian Questions.
Sleight of Hand—A Manual of Legendrean Forges A Naturalist's Wanderings in the Eastern Archipelago.
Siang and Laos by American Missionaries.
Lock's Works in Navigation—New and Revised Edition.
Lawson's Law of Marine Insurance, 1883 Ed.
Haworth's Pocket Book—New Ed. Enlarged.
Pollock's Modern Ship Building.
Preston's Keel to Truck.
George Eliot's Life—Franklin Square Series.
John Bull's Neighbors—Sea Side Library.
Gorminal by Zola—in French.
Nordenfalk on the Malacca Gull.
Rothschild's Geographical & Experiences.
Boone's Captain of the Steam Engine.
Porter's Making.

Chassal's Popular Gardening—2 Vols.
Gordon's Electricity and Magnetism—2 Vols.
Symond's Italian By-Ways.
Loes' Laws of Shipping and Insurance.
Arnould of Marine Insurance.
Reid's The Country Banker—His Clients, Cases and Work.

Mac Miller's Biographical Essays.

KELLY & WALSH, LTD., HONGKONG.

INTIMATIONS.**FOR SALE.**

ANGLO-BAVARIAN

EXPORT PALE ALE.

SPARKLING and LIGHT, a most refreshing

SUMMER BEER.

FIRST CLASS MEDALS.

SYDNEY AND MELBOURNE.

GOLD MEDALS.

PARIS AND VIENNA.

Sele Importers—

LANE, CRAWFORD & CO.

Hongkong, 30th May, 1885. [1885]

NOTICE.

W. BREWER has just received

Sweet Caporal Cigarettes.

La Favorite Cigarettes.

Entre Nous Cigarettes.

Sport Cigarettes.

Sportman's Caporal Cigarettes.

Solitaire Cigarettes.

1,000 Cheap Summer Reading including the following very popular Books—

Books Baby 100th 1,000.

Adrian Vidal (new publishing in Graphic).

Lord Beaconsfield's Letters, &c., &c.

Large Photographic of Fashionable Beauties.

A Fine Organ, by Estey.

Quantities of American Novelties.

W. BREWER, Queen's Road.

UNDER HONGKONG HOTEL. [1885]

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KELLY & WALSH, LTD., HONGKONG.

TUITION.

M. R. WILLIAM SWEETMAN, Teacher

of LANGUAGES, will be glad to receive

PEPPERS. Under his new system MR. SWEET-

MAN can impart a fair knowledge of any European Language within three months.

Arrangements are now being made to form a class for each language.

MR. SWEETMAN undertakes Translations in all European Languages and offers his Services as Interpreter.

Terms strictly moderate.

Apply to

COLLEGE CHAMBERS,

Wyndham Street, 1409.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

D. H. G. M. FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES OF INSURANCE against FIRE at the following Rates:

On First-class European

Tenants.....at 4/ per Annum.

On First-class Godowns, &c., &c.

& Merchandise stored thereon.....at 1/ per Annum.

On Polocas in Hongkong.....at 1/ per Annum.

On Second-class Chinese

Tenements.....at 2/ per Annum.

On Second-class Chinese

Tenements.....at 1/ per Annum.

DOUGLAS LAPRAIK & CO., Agents for Phoenix Fire Office.

Hongkong, 5th August, 1885. [1885]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS

RISKS at 1/ net per Annum, and other IN-

SURANCES at Current Rates.

APPLY TO THE DIRECTORS OF THE COMPANY,

AND STATEMENT of Accounts to be made to

the 30th June, 1885.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, 5th August, 1885. [1885]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 10th August, at 9 O'CLOCK P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 10th August, both days inclusive.

By Order,

W. H. RAY, Secretary.

Hongkong, 20th July, 1885. [1885]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

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The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 10th August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, 22nd July, 1885. [1885]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LUM SING, Esq.

BAN HUP, Esq.

YOW CHONG PEN, Esq.

CHAN LI CHOW, Esq.

Q. HOT CHUEN, Esq.

WOO LIN YUEN, Secretary.

HONGKONG, 5th August, 1885. [1885]

HONGKONG & SHANGHAI BANKING CORPORATION.

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Is prepared to ACCEPT FIRST-CLASS

RISKS at 1/ net per Annum, and other IN-

SURANCES at Current Rates.

APPLY TO THE DIRECTORS OF THE COMPANY

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS.
DRUGGISTS' SUPPLYMEN,
And
MANUFACTURED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co.,
HONGKONG DISPENSARY. [21]

BEWARE OF IMITATIONS.
LEA AND PERRINS' SAUCE.
The Original and Genuine.

WORCESTERSHIRE SAUCE bears the autograph signature of Lea and Perrins on the label. Sold only by the Proprietors, Worcester and Cross & Blackwell, London.

LEA AND PERRINS' SAUCE
Of Grocers and Chemists
throughout the world. [20]

NOTICE TO CORRESPONDENTS.
Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.
At Roxbury, U.S., on 22nd June, JOSEPH W. TOWNSEND, Rebab of Ambong and Macoda, late 57 years.

The Daily Press.

HONGKONG, AUGUST 8TH, 1885.

"Has the Chinese Government shown any desire to employ American engineers in the construction of steamships and railways?"

Such was the question put to Mr. JOHN RUSSELL YOUNG by a San Francisco interviewer. "Yes," was the laconic answer of the ex-Minister to China; and there the subject dropped. It would be extremely interesting to know in what way the desire of the Chinese Government to employ American engineers in the construction of railways has been manifested, as this would necessarily throw some light on the intentions of the Government with regard to the introduction of the iron way. In view of the railway clause in the new Franco-Chinese Treaty this is a subject on which any reliable information would be welcome. It seems that French engineers are already on the alert for contracts, being apparently under the impression that the new Treaty gives them some exclusive right, and M. FAUREINER has been officially communicated with and has promised to forward to the Peking Government the demand of these enterprising gentlemen for permission to make surveys. We have on previous occasions expressed the opinion that the clause in question gives France no exclusive privilege, and that opinion is now born out in the article by "Sennis" which we reproduce in another column from the *Pall Mall Gazette*. According to this writer, Li Hsueh-chang at first refused to consider the question of railways in connection with the treaty, and said the negotiators were met to make peace, not a railway contract. Towards the conclusion of the negotiations it was represented to Li that French manufacturers looked forward to great advantages from the treaty, and that unless there was something in it to tickle their ears it would be very hard to get them to accept it. Li then assented to the very vague clause which has provoked so much discussion, with the stipulation that it should not be considered to constitute an exclusive privilege in favour of France. The *Pall Mall Gazette* writer adds that "no doubt the Chinese statesman thought that if French ears were tickled with this they were very easily tickled indeed. The value of the clause for tickling the ear is not, however, altogether contemptible, seeing that some persons even in this part of the world were deceived as to its import. The *Japan Mail*, for instance, took the view that the employment of French experts was compulsory on China should she decide to construct railways, but that it was doubtful whether rails and rolling stock were also to be procured in France. It is hardly a matter of surprise, therefore, if Frenchmen, with their sanguine temperament, look upon the clause as being distinctly and entirely in their favour. But the French are not the first in the field. In the American treaty of 1868 there is a stipulation to the effect that while the United States freely disclaim and disavow any intention or right to interfere in the domestic administration of China in regard to the construction of railroads, telegraphs, or other material internal improvements, yet "if at any time His Imperial Majesty shall determine to construct, or cause to be constructed, works of the character mentioned within the Empire; and shall make application to the United States to carry out that policy, the United States will in that case designate or authorise suitable engineers to be employed by the Chinese Government, and will recommend to other nations an equal compliance with such applications". This, like the clause in the French treaty, really means nothing at all; it binds neither party to anything material, for of course the American Government would be only too glad to further railway construction in China without the compulsion of a treaty stipulation. The clause was simply inserted at the request of the American plenipotentiary for the purpose of securing the mention of railways in the treaty and to act as a sort of recommendation for American engineers. That Li

Hsueh-chang intended to agree to nothing more in the railway clause of the new French treaty than is agreed to in the American treaty is clearly shown by the uncompromising terms of the rider that, "This clause shall not be considered as constituting an exclusive privilege in favour of France." In Sir Rutherford Alcock's Convention (unratified) which was under negotiation at the time the American treaty was concluded no similar mention is made of railways, the British Minister, in a despatch to his Government, expressing the opinion that great innovations were retarded rather than advanced by seeking to deprive the Chinese Government of all free will and spontaneity, that railways and telegraphs would come, but that the issue would be best left to the operation of time and those strong but often indirect influences which constant discussion and intercourse with foreign Representatives and their own European employees bring to bear on the minds and habits of thought, as well as the prejudices, of the ruling classes in China. We are inclined to think that Sir Rutherford was right in the policy he expressed, and that British railway-contractors need entertain no fear that their interests will suffer because the subject of railways has not been violently dragged into any of our treaties with China. This is a matter in which it is inadvisable to leave the Chinese to follow the bent of their own inclination, doing our best meanwhile, by the methods indicated by Sir Rutherford Alcock and any other legitimate methods free from compulsion that may suggest themselves, to turn that bent in a proper direction and on which shall accord with British interests.

We are informed by the Agents (Messrs. Butterfield & Swire) that the Ocean Steamship Co.'s steamer *Glenore*, from London, left Singapore on Thursday for Hongkong.

The *Japan Mail* has the following:—The latest condition of trade in Yokohama, as enunciated by a well known authority, is:—"By boy, the flesh bimboe wud does, the boy bimboe wud makes."

President Cleveland has appointed William W. Rockhill, of Mare Island, Secretary of the Legation of the United States to China, and Charles Derby, Jr., of Indiana, Second Secretary of the Legation of the United States to China.

The case of the people of the United States against A. Sprakler, charged with shooting M. H. de Young, proprietor of the *San Francisco Chronicle*, which has been proceeding for some time and occupied much attention in the Golden State, was concluded on the 1st July. The jury retired at half-past eleven, and at half-past five a verdict of "not guilty" was returned.

The *Japan Mail* says:—It is said that the proposition of General Count Suio to hold a grand Asiatic exhibition in Japan in 1890 has been approved by the Government, and Mr. Taki, the official in charge of the exhibition, is to be appointed to the post. He is to be assisted by several other officials, who are to be appointed commissioners, while Viscount Shinganwa and Mr. Sugi will be nominated chief commissioners.

The American steamer *Quang-lee*, which arrived here yesterday morning from Chefoo, having experienced severe weather, on the 23rd ultimo, reports having experienced severe weather. On the 1st and 2nd instant heavy sea from S.S.E. with strong N.E. winds. At 4 p.m. on the 2nd anchored in Rugged Hill harbour, with fresh gale from N.E. accompanied with rain, the wind veering through E. to S. and the gale increasing in violence with rain and very heavy seas. On the 3rd the wind subsided, and the gale under went, with strong N.E. winds and sea which continued till the 6th instant, after which had light and fine weather to port. The lowest reading of the barometer was 29.14.

The *Spectator* says:—Lord Granville, just before the departure of the *Messiahs*, stepped out of his way to do a very bold and impudent thing. He appointed Sir Robert Hart, now the head of the Chinese Customs, his Majesty's Minister in Peking. Sir Robert, who was trained in the Consular service, is by far the most influential European in China, was the adviser of the Chinese Government in making its Treaty with France, and has perfected the *Li-Han-Han* system originally devised by him. The Chinese, who are the descendants of the *Li* and *Han* dynasties, are the most numerous in China, and the *Li* are the most powerful.

The *Japan Mail* has the following:—The British steamer *Greenock* had on board the crew of the *Tung Wah Hospital* to obtain the consent of the Committee. I am requested by the Committee of the *Tung Wah Hospital* to do my duty to that said Committee had over interest in this matter, or given their consent to anything connected therewith. Thanking you in advance for your kind insertion of this letter, I am yours faithfully,

LAU KWOK CHENG,
Late Vice-Chairman of the Tung Wah
Hospital Committee.

Hongkong, 7th August, 1885.

HAGODATE.

25th July.
The American steamer *Bragg*, Capt. Mason, from the port of Canton, bound for the 23rd, had a violent gale from N.E. winds, and was driven into the *Liukiu* Islands, where she was driven ashore. She brought 5,000 cases of horses, oil, which by her own account, were to be sold to the Chinese, and several other officials have been appointed to inspect and to witness the sale. The Chinese, who are the descendants of the *Li* and *Han* dynasties, are the most numerous in China, and the *Li* are the most powerful.

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DEATH OF MR. J. W. TORREY.

We have received a copy of the Boston Evening Transcript of 23rd June containing the following obituary notice of Mr. J. W. Torrey, who died on the 19th January last:—He was a naturalist of the highest rank, and his name is still a household word in America. His services to science were signal, and his memory will long be honoured.

The Russian gunboat *Djigit* arrived during the night. I understand she called here to take back some escaped English convicts to Siberia. —Japan Gazette Correspondent.

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VESSELS ON THE BERTH.

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG, AND SOURA BAYA, (via SAIGON AND SINGAPORE).
THE Company's Steamship.

"GOUVERNEUR-GENERAL'S JACOB."

Captain Bassing will be despatched as above or about the 8th instant.

For Freight or Passage, apply to

VESSELS ON THE BERTH.

UNION LINE.

FOR YOKOHAMA AND HIIGO.

THE Steamship

"ALTNACEAIG."

Captain Buyers, due or about the 7th inst., will have immediate despatch for the above.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 3rd August, 1885. [1418]

FOR HAMPHONG, DIRECT.

THE Steamship

"ACTIV."

N. C. Rivers, Master, will be despatched for the above Port to-MORROW, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to

ARNOLD, KARBERG & Co., Agents.

Hongkong, 5th August, 1885. [1413]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND POOCHOW.

THE Company's Steamship

"NAMOA."

Captain Westoby, will be despatched for the above Ports to-MORROW, the 9th inst., at NINE A.M.

For Freight or Passage, apply to

DOUGLAS LA PRAKIA & Co., General Managers.

Hongkong, 5th August, 1885. [1413]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Batt, will be despatched as above to-MORROW, the 9th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th August, 1885. [1429]

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, MELBOURNE, ADEN, SUEZ,

PORT SAID, AND TRIESTE.

(Taking Charge at through ports to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"ELEKTRA."

Captain G. Mahorsky, will be despatched as above on the 10th August, at NOON.

For Further Particulars regarding Freight and Passage apply to the Agency of the Com-

pany, Praya Central.

O. BACHIRAH,

Agent.

Hongkong, 30th July, 1885. [1439]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Taylor, will be despatched for the above Port on TUESDAY, the 11th inst., at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 5th August, 1885. [1444]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers, as through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

THE Company's Steamship

"TELEMACHUS."

Captain Jones, will be despatched as above on TUESDAY, the 11th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th August, 1885. [1424]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENSIN, DIRECT.

THE Company's Steamship

"PECHILL."

Captain Sellar, will be despatched as above on THURSDAY, the 13th instant, at FIVE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th August, 1885. [1445]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG."

Captain D'A. St. Croix, will be despatched for the above Ports on SATURDAY, the 15th instant, at THREE P.M.

This Steamer has superior First Class Accommodation specially constructed to meet the requirements of tropical climate.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th August, 1885. [1435]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN."

Captain T. S. Gardner, will be despatched for the above Ports on SATURDAY, the 15th instant, at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON SONS & Co., Agents.

Hongkong, 5th August, 1885. [1436]

STEAM TO NAGASAKI, KOBE, AND YOKOHAMA (Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"SUMATRA."

Captain Worcester, will leave for the above places on SUNDAY, the 16th inst., at DAYLIGHT.

A. MCIVER,

Superintendent.

Hongkong, 6th August, 1885. [1437]

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG, DIRECT.

THE Company's Steamship

"STENTOR"

will be despatched for Hamburg direct on TUESDAY, the 18th instant; taking cargo at the rate of \$2.40, per ton, and for Havre, Bremen, and Antwerp at 40s. per ton.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1885. [1438]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, &c., via FOOCHOW.

THE Steamship

"TAIWAN."

Captain Arthur, will be despatched as above on WEDNESDAY, the 19th inst., at FOUR P.M.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th August, 1885. [1437]

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFINLAS."

Captain Jacobs, will be despatched above or about the 21st instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 5th August, 1885. [1427]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

FOR YOKOHAMA AND HIIGO.

THE Steamship

"ALTNACEAIG."

Captain Buyers, due or about the 7th inst., will have immediate despatch for the above or about the 8th instant.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 3rd August, 1885. [1419]

THE DAILY PRESS, SATURDAY, AUGUST 6TH, 1886.

VESSEL ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on Saturday, the 8th August, at THREE P.M., taking Passage and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports of South America, will be accepted by the Company's agents.

Concurrent Invoices to accompany Cargo.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare, which will be made up from Return Fare, if re-embarking within one year.

Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare.

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